

lies nearer to the population referred to. A calculation made in accordance with the principle upon which the promoters of the Manchester Ship Canal won their case—viz: that the territory traffically tributary to a port comprises all that is nearer to it than to any other port—shows that six millions of tons of freight would be diverted to Fayetteville. (See Exhibit A, page 12.) The estimate of the North Carolina Corporation Commission, the highest authority extant on this subject, is to the same effect. (See Exhibit B, pages 10-12, and 13-14.)

Three legislatures of North Carolina endorsed this project upon the grounds just mentioned. (see Exhibit B, page 3, and Exhibit C, pages 5-6,) a course which the State has pursued towards no other scheme of river or harbor improvements within its borders.

Before deforestation had interrupted the year-round navigation which formerly existed on this river, and the overworking of the railroad idea had increased the effect of this impediment, Fayetteville was the market for all the vast territory referred to (Exhibit A, page 6.). The proposed improvement, therefore, does not seek to establish novel conditions, as in the canalization of rivers above the head of navigation, but to re-establish trade routes disturbed by an incomplete development of the problem of transportation.

Senator Burton, the highest authority in these matters, in the course of his speech before the National Rivers and Harbors Congress, December, 1907, when chairman of the Rivers and Harbors Committee, declared that the object of legitimate waterways improvement is to supply equal opportunity to all. It is a matter of common knowledge, admitted now by the railways themselves, that North Carolina is discriminated against in freight rates. The reason assigned is the circumstance that we have in North Carolina no "basing point for freight rates," or "gateway," as it is now called. It is stated that Fayetteville will be made such a "basing point" upon the completion of the work now proposed. (Exhibit A, page 12.) Until that is done, over two millions of our people must continue, in this vital respect, to be deprived of equal opportunity with their neighbors. (See Exhibit B, page 8.)

Finally, attention is asked particularly to the declaration of the North Carolina Corporation Commission, already referred to (Exhibit B, page 13,) in these words, viz: "The Atlantic Coast Line Railroad enters Fayetteville from four different directions, and I enclose you statement showing the tonnage of freights for this road for the State. If the Cape Fear River is made navigable to Fayetteville, this city would be the distributing point for a great majority of this freight." On page 15 (Exhibit B) is given "the tonnage of